Committee for assessment of the environmental impact of the fire at the Indian Oil Corporation Limited Oil Depot at Jaipur. The Central Pollution Control Board and the Rajasthan State Pollution Control Board have assessed the impact of the fire on ambient air quality by monitoring air quality in the radius of 5 km at 8 locations. Subsequently 6 more monitoring locations were added. The maximum values for pollutants like Suspended Particulate Matter (SPM-376) and Respirable Suspended Particular Matter (RSPM-268), exceeded the National Ambient Air Quality Standards during the monitoring period. However, the Committee appointed by Principal SMS Medical College and Controller of Attached Hospitals, Jaipur, did not indicate any significant health hazards due to this fire. Further, a Committee appointed by the Commissioner (Agriculture), Rajasthan did not find any clear-cut evidence of adverse impact on agriculture.

(c) to (e) As per the Environment Impact Assessment Notification S.O. (E) dated 27.01.1994, new projects covered under Schedule-I and having investment of less than Rs. 100 crores will not attract the provisions of the notification. Hence the setting up of oil depot at Jaipur, having an investment of Rs. 40 crore, did not require environment clearance.

Damage to green cover of the Sutlej Valley

1109. SHRIMATI VIPLOVE THAKUR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government's attention has been drawn to the fact that 1,000 MW Karcham-Wangtoo project has destroyed the ecology and green cover of the Sutlej Valley in Kinnaur in Himachal Pradesh;

(b) if so, Government's reaction thereon;

(c) whether it is a fact that release of green house gases into the atmosphere are increasing as Government is setting up more and more cement plants, thermal plants, dams and other projects in the region; and

(d) if so, whether these plants/projects have obtained approval of his Ministry?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) and (b) The 1000 MW Karcham-Wangtoo hydroelectric project in the State of Himachal Pradesh was accorded environmental clearance on 9.11.2005 based on the environmental impact assessment report and environmental management plans after due consideration by the Expert Appraisal Committee. For disposal of the excavated material, forty seven sites had been identified for dumping. Adequate protection measures were provided in advance before dumping the excavated material.

(c) As our economy grows and more industrial units are set up, including cement plant and thermal plant, the emissions of the green house gases would grow. This has also been duly

recognised by the United Nations Framework Convention on Climate Change in the case of the developing countries like India.

(d) Various development projects such as cement plants, thermal plants and dams require prior environmental clearance and are appraised therefore, as per the provisions of Environmental Impact Assessment Notification, 2006.

Safety of wild animals

†1110. SHRI SAMAN PATHAK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether Government is aware that wild animals especially elephants continuously get killed by colliding with train on railway lines from Siliguri Junction of North Bengal to Alipur and Dooars;

(b) if so, the details thereof;

(c) whether his Ministry has cautioned railway department in this regard and advised some concrete steps for safety of wild animals; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI JAIRAM RAMESH): (a) Yes, Sir.

(b) The year-wise number of elephant death reported by State Government in train accident in North Bengal are as follows:—

Year	Number of Elephant Deaths
2006	05
2007	03
2008	03
2009	01

(c) and (d) Ministry convened a meeting of the affected States, including West Bengal and the Railway Board officials on September 04, 2009 to discuss the issue. After detailed discussions, Railways have been requested to take actions for the safety of wildlife animals. Important actions suggested to the Railway Board are as follows:—

1. Need to keep atleast 30 m on both sides of the track clear of all the vegetative growth-specially in curves/bends for better visibility.

2. Wherever there are deep trenches on the sides of the track, same must be levelled to allow the elephant to escape.

3. To organize sensitizing programmes for locomotive drivers, cabin crew, guards, etc.

4. To engage elephant trackers equipped with cell phones/walkie-talkies to

†Original notice of the question was received in Hindi.